

THE CLARION.

THE CYCLONE IN SIMPSON.

Brandon Republican.]

From Mr. A. B. Stubbfield we learn that two cyclones struck Harrisville—one at two and the other at 4 o'clock. The one that struck Beauregard and Vasson crossed Pearl river near Georgetown. The first place struck on the east side of the river was that of Wm. Laks. His place was all town to pieces, and two of his children killed. The next place struck was that of Wm. Buckley, tearing everything to pieces, but injuring no one. Next was H. C. Carroll's place. It was also blown to atoms. Next was David Shorter's, where all the houses were destroyed, but no one hurt. It then struck the place of W. Waddell, blowing down all the houses except a portion of the dwelling, but hurting no one. The next was the place of Dave Smith, colored. It blew everything he had away, killed one of his daughters and mortally wounded him. The next place struck was the little town of Harrisville, where it blew down the store of J. M. Bullock, the residence of W. E. Traylor, slightly wounding him and his wife and one child, and severely wounding Mrs. Lou Harper. S. J. Miles' residence and all his outhouses were blown away, doing immense damage, and severely wounding a son of Wm. Magee. The Union church was slightly damaged, and a considerable quantity of stock killed. The next place struck was that of George Barlow, east of Harrisville, blowing down his residence and all out-houses. The next was Patrick Hilton's, where every house on the place was blown down. Then came J. J. Hilton's place, where every building except one was destroyed. The next was Thompson Touchstones, where all the out-houses, fences, etc., were destroyed, but his residence was missed. The next was Henry Harris, colored. He lost everything he had. From there to Jaynes Bridge we have heard no particulars. At 4 o'clock another cyclone struck Harrisville, going in a northerly direction. It crossed the Westville and Jackson road eight miles north of Westville, destroying the place of Manuel Larkin, and blew Husbands' Grist Mill all to atoms. It then struck E. C. Parkers' place, blowing it all to pieces, and killing one of his horses. He was at Harrisville at 2 o'clock, where one of his horses was killed, and then at home at 4 o'clock, where the other was killed. It struck Isaiah Kelly's place, tearing it all to pieces, but injuring no one. It also did considerable damage at Herrod Braddy's. From there we could not trace it any further, as the roads were so blocked with timber that people could not get about.

The next we hear of it is at Jaynes Bridge, on the Brandon and Westville road. Here it blew down every house on Mr. Beddin May's place, killed a little five year old child of Mr. May, scattered his furniture, bedding, clothing and provisions, and covered his place with fallen trees.

A little further on it struck the place of Mr. L. W. Murray, blowing down every house on it, all his fencing and almost every tree, but hurt no one.

The next place was that of Wm. Dye, and every house on his place was destroyed.

Then came the place of Johnson Grantham. It missed his residence, but blew down his fences and timber.

The next was the plantation of G. W. Johnson. His dwelling, gin house, stables, cribs, and every house on the place was destroyed, some stock killed, and an immense amount of fence and timber blown down. Mr. Johnson was away from home, but his wife and daughter were in the dwelling house, which was raised from the sleepers and hurled away, leaving them standing in the floor, with but a few bruises. They could not find enough cooking utensils next day to cook dinner for those who were helping to rebuild his fences.

The next place struck was that of our old friend Everett Floyd, at Floyd's Bridge. Every house on his place was destroyed, and his wife and son-in-law badly hurt.

Next came the residence of Thomas Dye, which was blown down and Mr. Dye had a leg broken. A number of his neighbors were at his house, among whom were Mr. "Dub" Hutson and his wife, both of whom were badly injured. Mrs. Hutson was blown about a 100 yards and caught in a tree top, from which she was rescued after the storm was over. Mr. Hutson was very painfully wounded, and it was supposed he could not live. A number of children were also more or less injured.

John Bland's dwelling and gin house was blown down, but there was no one at home.

D. M. Ponder's house was blown down, but no one hurt.

Mr. A. Gill's house was destroyed and some of the family slightly injured. Boon's Bridge, which was recently built by the county, was totally destroyed.

Frank Overby, living east of Boon's Bridge, had his place literally blown to pieces, and it was rumored he had been blown away, but that was a mistake.

Aaron Crosby had everything blow

away, and he and his wife were both badly injured.

Wm. Crosby, John Baldwin, Mr. Dukes and Mr. Moulder, all living east of Strong River, had their houses and fences blown away.

Mrs. Mark Myers, living 6 miles south of Morton, had her house blown down, and she was dangerously injured. Five negroes were killed on her place.

A Mr. Howell, living near Mrs. Myers was dangerously injured and his wife was killed. This is as far as we have heard from in that direction, but another storm seems to have arisen in the neighborhood of Antioch, in this county, which did great damage to property. The residence of James Williams, on the Kelly place, was blown down, and every member of his family more or less injured.

The residence of J. T. Ellis, on the old Puckett place, had the roof blown off.

Milt Waters lost his houses and fences. Ben Gray's house was blown down, and one of his children had its shoulder broke. A Mr. Hitt was in the house, and when he saw the storm approaching he rushed Mrs. Gray and her children into the cellar. Just as he let the cellar door down the house was blown away, and he saw a horse going over his head. After the storm was over the horse was found with a fence rail sticking through him.

A gentleman living between Dobsonville and Polkville informs us that the wind was very severe in his neighborhood, and blew down immense quantities of dead timber and fencing.

Articles of clothing, hats, shoes, dry goods, books, papers, trunks, band boxes, tin ware, buckets, tubs, pieces of furniture, etc., have been found all over the lower portion of this county.

French Camps Destroyed.

STARKSVILLE, Miss., April 25.—Your correspondent has just learned that French Camps, Miss., a little town of three hundred inhabitants twenty miles west of Starkville, in Choctaw county, was destroyed by Sunday's cyclone, killing five persons. Mr. Simon's family, which numbered three, were all killed and blown away. Some of their bodies were not found until yesterday evening, several miles from where their house stood. Parties are searching for three children that were carried off and have not been found, and God only knows where they are. Fences were swept away and timbers from houses were blown miles away. Those reported killed are Jim Bruce and wife. The damage to his place will amount to \$2,500. He has just completed a dwelling that cost him \$2,000. Green Bruce was killed also, and his wife and child. Wounded—Jim Black and family were all wounded. The excitement has about subsided around Starkville and everybody has gone to work.

SOUTH MISSISSIPPI.

The Demand for Timber Lands—Railroad News.

PEARLINGTON, Miss., April 13, 1883.

EDITOR PICTURE: The recent heavy rains have swollen the Pearl river to a considerable extent, and lumbermen are arriving daily with large quantities of saw logs, which are being sold at good prices.

Your correspondent is informed that a company of Michigan gentlemen are down to commence the erection of a large saw mill just below Gainesville (which is ten miles above here). This company is known as the Mississippi Lumber Company, of which Mr. Joseph Heald, a wealthy citizen of Grand Rapids, is the President.

Quite a number of gentlemen are visiting this section with the view of investing in Southern Mississippi. The vacant lands of the sea shore counties are being rapidly taken up by capitalists, and what has been comparatively a wilderness heretofore will now soon be in the height of cultivation, and the heart of the lumber region of the South.

The New Orleans and Northeastern Railway will greatly aid us in opening up the county and developing the many natural resources which have long been dormant. We have stores of wealth in our pine forests of South Mississippi if but properly developed. The climate is delightful, soil productive, health unsurpassed.

This (Hancock) county is one of the greatest stock counties in our State. W. A. Whitfield, one of the largest stock owners in our county, sold to a New Orleans firm a few days ago one thousand head of beef cattle, and realized about \$13,000. The cattle are to be shipped to your city by rail from Toule Station.

Mr. H. Florenville, an extensive lumber dealer of Paris, has been here some days, and is placing large orders for shipment to France. He is highly pleased with the quality of our Southern yellow pine timber, and expressed his belief that ere long an extensive trade in this line will be established between this section and the country of his nativity.

The work on the New Orleans and Northeastern Railway is being pushed forward by the respective contractors with vim and energy. Quite a number of towns are springing up along the line of this road, some of which bid fair to become of commercial importance, especially Crescent City, which is situated on the Pearl river road, about ten miles above Gainesville.

Fixing Salaries.

Brookhaven Leader.]

We heartily endorse the following doctrine enunciated by last week's CLARION, and the Leader shall constantly exert whatever influence it possesses to secure their ultimate adoption. The legislator who advocates such a reform in our State system, will reflect credit alike upon his own brains and the constituency whom he represents. Perquisites have well constituted some offices in Mississippi.

SENIOR ABLO BORGES and his brother, commissioners of the Brazilian government, are now in America studying enthusiastically the system pursued in our common schools.

RAILROADS AS HIGHWAYS.

Judge Black Discusses the Question in a Letter.

The New York Chamber of Commerce having addressed to prominent men in various sections of the country a circular asking their opinions of some of the chief points involved in the problem of railroad transportation, Judge J. S. Black wrote the following letter in reply, which we have reproduced at the request of many readers. It is needless to add that it is an unthought opinion, and its author is the master mind and ablest jurist of the American bar:

TEXT OF THE LETTER.

YORK, Pa., Nov. 16, 1880.—Committed on Railroad Transportation of the New York Chamber of Commerce—GENTLEMEN: You propose a movement in favor of some legal regulation which will compel railway companies to perform their duties to the public on proper terms. I will answer your questions as directly as possible, but without observing the order in which you put them. You desire above all things to be just. The legally vested rights of railway companies, like other rights of property, are sacred, and no violation of them comes within the scope of your design. But on this question railroad men misunderstand their situation. They believe that railways are the property of the companies authorized to run them, which is a cardinal error and the parent of much false argument. A public highway cannot be private property, and a railroad laid out and built by the authority of the State for the purpose of commerce, is as much a public highway as a turnpike road, canal, or navigable river.

It is the duty of the State to promote intercourse and trade by making highways of the best sort through her territory. To this end she may take land and materials, which is an exercise of the power of eminent domain. She can build a railway at her own expense, using the direct agency of her own officers, and after it is built she can make it free to all comers, or reimburse the cost by a special tax on individuals who have occasion to use it. She can delegate the taking and taxing powers to a corporation or a natural person, and that is what she always does when she grants a railroad charter. But in either or any case the road belongs to the State, and all the people have a right to use it as common property upon compliance with necessary regulations and payment of the proper tax. The corporations who have got into the habit of calling themselves the owners of the railroads, have no proprietary right, title or claim to the roads themselves, but a mere franchise annexed to and exercisable thereon. They are the agents of the State for the performance of a public duty. If the franchise be forfeited or surrendered, or if it expire by efflux of time, the State takes possession of the road and runs it herself, or employs a new agent. The company cannot keep the road, any more than an outgoing collector of a port can appropriate to himself the custom house where he did his official work.

RELATIONS BETWEEN CORPORATIONS AND STATE.

The State, having need for a public highway at a particular place, makes a contract with a corporation to open and put it in condition to be used; and by way of reimbursing the builders and operators, she authorizes a tax upon those who travel or carry merchandise over it. But this tax must be reasonable, just, uniform, prescribed, and fixed, so that every citizen may know before-hand exactly how much he must pay, and so that when he pays or tenders the proper amount he will acquire an absolute and perfect right to the use of the road. The amount of the tax, toll or freight in any case is not a subject of bargain between the shipper and the corporation, but a thing to be settled, fixed and prescribed by public authority. If the company may charge what it pleases, then the road is not a public highway, the public has no rights in it at all, and the charter which authorizes the taking of land to build it is unconstitutional and void. These principles were stated by Judge Baldwin, in Bonaparte against the Camden and Amboy Railroad Company, (1 Bald. Rep. 252). You will find a more extended discussion of them by the Supreme Court of Pennsylvania, in Casey against the Erie and Northeastern Railroad Company, (2 Casey's Rep. 287). I do not think they are opposed by any high authority, but no doubt they have often been overlooked in judicial decisions and forensic arguments.

The railroads being public property, in which all the people have equal rights, and the companies that run them being public agents, it is absurd to say that the State has no right to regulate and control them in the performance of their functions by such laws as will prevent partiality, plunder and extortion. This is a power of which no free State can disarm itself by any act of its legislative, judicial or executive officers. They could as lawfully sell the State out and deliver up the entire population to sack and pillage. But are not the franchises property in which the company has a vested right? Yes! The privilege of taking a certain fixed, prescribed uniform, reasonable rate of toll from all make of the road, is a power that the State may bestow upon persons, natural or artificial. But no lawful franchise to take toll on a public highway can exceed those limits. A charter that goes beyond this is void. Those companies will oppose any effort to bring them down to a reasonable rate with the argument that such a reduction is a violation of the contract between them and the State. But upon the principle laid down by Judge Baldwin in the case above mentioned, a maximum of toll or fare so high that the company is able, without exceeding its own road, in the Granger case from Iowa and Wisconsin, the bargain was that the companies might fix their own

rates. But the Supreme Court of the United States held, that a subsequent law to restrain them within reasonable limits was no violation of the original contract. This principle applies to a company whose maximum rate is unreasonably high, because such rate is practically the same thing as no limitation at all. The conclusion that all the railroad corporations in the country may be constitutionally restrained to reasonable and just charges, is not merely drawn from the fact that railroads are public highways. If they own the corpus of the road and use it in the business of a common carrier, they might be compelled to behave themselves justly to all their customers, and submit to any regulation for the public good. The unanswerable opinion of Chief Justice, Waite, in Munn vs. Illinois, (4 Otto, p. 113) settles that.

HOW TOLLS OUGHT TO BE REGULATED.

The reasonableness of the freight tolls or taxes that may be charged upon any railway will depend on the expenses of running and repairing it and on the cost of construction. The latter will, of course, be the principal element in the calculation, for the tolls ought to be high enough to give the corporations a fair profit on the capital they have actually invested. But many of these corporations have issued large amounts of stock and mortgage bonds for which the holders have paid nothing, or much less than their nominal value. Another way of enlarging their apparent dimensions is to water their stock under the pretense of increasing their capital, while, in fact, the additional shares are divided among themselves without putting a new dollar into the business. Of course nobody thinks that the real cost of the road is to be measured by the nominal amount of these bonds and shares. It is easy for a competent engineer to tell how much any road ought to cost, supposing the work to be honestly done and liberally paid for. That being ascertained, you have the true basis of a calculation which will show how much the tolls ought to be. Most of our western roads were built with the proceeds of public lands granted immediately or indirectly by the United States to the several companies which now have them in charge. They did not really cost the stockholders anything, and in some cases they got lands worth a great deal more than all expenses of making, stocking and running the road. The two companies between Omaha and San Francisco raised in cash out of government bonds, land and mortgages of their franchises four or five times as much as they necessarily expended upon the road, and the stockholders, without paying any thing, put the enormous surplus into their pockets. These roads, thus built at the public expense, and in some cases paid for by the public times over, are now claimed as the private property of the companies, and the right of the public to use them as highways is utterly denied.

Nevertheless, I think the claim of these companies to take reasonable tolls stands upon the same foundation as that of companies whose roads were built by the stockholders themselves at their own proper expense. The grant of the lands invested the grantees with a title which could not be revoked if the condition of it was performed. If they sold or mortgaged to thousands and invested the proceeds in the construction of a railroad under a charter from the State or general government, which authorizes them to take a fair profit in the shape of tolls, they have as good a right to the tolls as if the capital to build the road had been raised by themselves; that is to say, those companies which built the railroads with capital donated by the public, have the same right as other companies to charge a reasonable toll, but their demand of excessive tolls, though not worse in law, seems in the eye of natural reason a greater outrage.

THE POWER OF CORPORATIONS.

If railroad corporations have the unlimited power which they claim, then all business is at their mercy; agriculture, commerce, manufactures, must suffer what they choose to inflict. They may rob labor of the bread it wins, and deprive all enterprise of its just reward. Though this power does not belong to them legally, they have been permitted to usurp it, and I need not tell you that they have grossly abused it. They avow that they make their exactions with an eye single to their own advantage, without considering any right or interest of the public. They boldly express their determination to "charge as much as the traffic will bear;" that is to say, they will take from the profits of every man's business as much as can be taken without compelling him to quit it. In the aggregate, this amounts to the most enormous, oppressive and unjust tax that ever was laid upon the industry of any people under the sun. The irregularity with which this tax is laid makes it still harder to bear. Men go into business which may thrive at present rates, and will find themselves crushed by burdens unexpectedly thrown upon them after they get started. It is the habit of the railroad companies to change their rates of transportation often and suddenly, and in particular cases to make the charges ruinously high, without any notice at all. The farmers of the great west have made a large crop of grain, which they may sell at fair prices if they can get it carried to the eastern ports even at the unreasonably high freights of last summer. But just now, it is said, that the railway companies have agreed among themselves to raise the freight five cents per hundred weight; which is equal to an export tax upon the whole crop of probably \$75,000,000. The farmer must submit to this highway robbery or else keep the products of their land and labor to rot on their hands. They submit of course, as all other classes of industrious people submit to similar impositions. Common justice imperatively requires that freights be fixed, settled and prescribed by law, and that they be not changed at the mere will of the railroad companies. But the discriminations which make the rates unequal are the most odious feature. A grain dealer at Baltimore gets a reduction or "draw-back" which is denied to others, and he makes a fortune for himself while he

ruins his competitors by underselling them. A single mill at Rochester can stop the wheels of the rest if its flour is carried at a rate much lower. By discriminations of this kind the profits of one coal mine may be quadrupled while another, with all its fixtures and machinery, is rendered worthless. Such wrongs as these are done not only in a few sporadic cases, but generally and habitually on a very large scale. Certain oil men whose refinery was on Long Island got rebates amounting to \$10,000,000 in eighteen months, and seventy-nine houses, (I believe that is the number,) engaged in the same business were broken up.

The directors of the Reading railroad, having coal lands of their own, made discriminations between themselves and others which drove all competition out of the field, gave them the monopoly of the Philadelphia market, and enabled them to charge for their coals as they charged for their freight—whatever they pleased. Thus, producers, dealers and consumers all suffer together. Worse still than that, the prosperity of large communities is blighted by the refusal of railroads to carry the products of their farms, gardens and shops unless they submit to the payment of rates much larger than what are charged on similar goods from other regions much further away from the common market. The case you mention of \$4 from New York to Salt Lake, and only \$2.50 to San Francisco, is perhaps not the most unrighteous; but it is as gross a violation of legal principle as can be conceived. If the railways belong to the people, then the rights of all citizens are precisely equal, and all discriminations are unlawful. Without reference to the public right of property, they are so shamefully injurious in their general effect and in their particular consequences, that no well governed state will endure them.

CORPORATIONS MAY BE RESTRAINED.

These railroad and transportation companies connect themselves with everything. The promotion of commerce, internal and foreign, the interests of buyer and seller, the rights of producer and consumer, the needs of the poor, and the prosperity of the rich, all cry aloud for some system of management which will compel them to do the duties they owe to the public faithfully, at rates reasonable, fixed, uniform and equal without extortion, without wanton charges, without discrimination. The laws necessary for this purpose are not difficult to frame.

If you will look at the Constitution of Pennsylvania as amended in 1873, you will find in the seventeenth section a series of provisions which, if carried out and enforced, would be amply sufficient. But the railroad men and their advocates have managed to impress the Legislature with the idea that they are above the Constitution. They assert that every restriction imposed upon them in the interests of justice, equality and fair dealing is a violation of the contract embodied in their charters. All this is no doubt very false doctrine, but they contrive in some way (I really do not know how) to make the State authorities accept it as true. I maintain that all the States have a clear and indefeasible right to protect their people against such wrongs, and to exercise the power as a sacred duty. When that duty is properly performed the internal trade of each State will cease to be enslaved and crippled as it is now. But the commerce between the States will still be open to inequalities and liable to oppression and plunder by transportation companies, unless the national Legislature does something to save it. Congress has power "to regulate commerce between the States." Is it not strictly within the scope of that authority when it makes a law to injure, impede or destroy the general trade of the country by extravagant and discriminating charges? If that be not a regulation of interstate commerce, what would be? The power being conceded, an effectual mode of righting the wrongs now complained of can easily be devised.

Doubtless you are right in the belief that public opinion will be in favor of your movement. Reflecting men cannot deny its justice. But the influence of these great corporations can hardly be calculated. They have methods of defence and offence which make them almost invincible. You have referred to portions of their history which prove this. Some of the State governments are literally subjugated by them now. It will require a strong organization and much labor to reduce them. Undisciplined militia in the open field make a poor fight against regulars entrenched. What are corn-stalks against cannon? Such is truth against money. You ask what I think of regulating these affairs by the agency of commissioners. In England, I believe, that plan has been a complete success; in California, I understand, it is a dead failure.

This paper is much longer than I intended to make it, and as an answer to your questions it is less categorical than it ought to be. But you must take it as it is, and believe me your obedient servant,

J. S. BLACK.

Talent is power; tact is skill. Talent is weight; tact is momentum. Talent knows what to do; tact knows how to do it. Talent makes a man respectable; tact will make him respected. Talent is wealth; tact is ready money. For all the practical purposes of life tact carries it against talent in the proportion of ten to one.

Our Druggist has just received a fresh lot of DR. MOFFETT'S TERTHIA (Teething Powders) which is so rapidly diminishing the mortality of infants where it has been used.

DR. MOFFETT'S TERTHIA (Teething Powders) Removes and Prevents the formation of Worms in children. No remedy equals it. For sale by Byron Lemly.

It now appears that arsenical poisoning is not confined to green colors, but that wall papers and articles of dress of a mauve, fawn, or red color, may be equally poisonous.

MEDICAL.

The Prophet Honored in His Own Country, even in His Own House. THE honest, simple narrative of Mrs. WHIPP, who resides at No. 117 Williams Street, Providence, R. I.:

"During the past six or seven years I have been severely afflicted with kidney disease, intense backaches, dizziness, and was so weak and prostrate that at times it was impossible for me to do any part of my work. I had no ambition to undergo anything, and barely sufficient strength to exist. I had no relief from the doctor's prescriptions. I followed this friendly advice, and now I rejoice in the fact that I have been cured. I had taken two bottles of the Remedy, and was able to wash and iron and do my housework. Once in a while I am troubled with the headache, and as soon as I am troubled I have frequently recommended the Remedy to my friends, and they have experienced relief from the first dose. I heartily recommend it to all who are afflicted with kidney disease of the Liver, Bladder, or Urinary organs. I think no family should be without it."

Mrs. S. J. WHIPP.

No. 117 Williams St., Providence, R. I.

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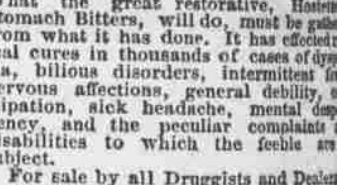
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What the great restorative, Hostetter's Stomach Bitters, will do, must be gained from what it has done. It has effected radical cures in thousands of cases of dyspepsia, bilious disorders, intermittent fevers, nervous affections, general debility, constipation, sick headache, mental depression, and the peculiar ailments of women, to which the female sex are so subject.

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Eradicates Malarial Poison, Prevents Chills & Fever, Intermittent & Bilious Fever, Cures Ague & Fever, Indigestion, Dyspepsia, Nervousness, Loss of Sleep, Female & Summer Disorders.

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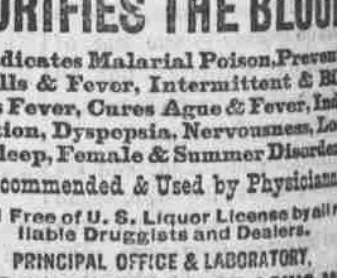


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Restores the Blood, Cures the Urinary Organs, and the Nervous System, and is a powerful tonic to the system.

It is a powerful tonic to the system, and is a powerful tonic to the system.



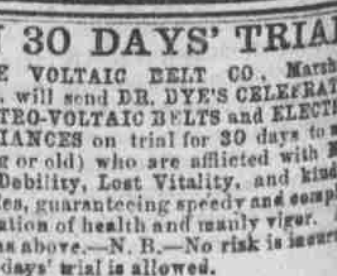
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JAN 27, '83-17.